the main term temme and construction.

PROTEST FROM BUSINESS MEN.

REMONSTRANCES AGAINST THE ANTI-INJUNCTION BILL.

Merchants, Manufacturers and Responsible Men From All Parts of the Country Strongly Object to a Measure That Is Favored by Certain Labor Interests.

WASHINGTON, Feb. 24 .- From all parts of the country merchants, manufacturers and business men gathered in the room of the House Committee on Judiciary this morning to present their remonstrances against the passage of the anti-injunction bill, both as individuals and as representatives of hundreds of organizations with thousands of employees, which certain labor interests have for the past three years sought to force through Congress.

The absence of Samuel Gompers somewhat handicapped the friends of the bill, and it was not until Daniel Davenport of Bridgeport, Conn., interrupted the proceedings toward the end of the session that the labor leaders took any direct part in the hearing, further than by submitting written questions, which were read by Chairman Jenkins.

"There seems to be some one here in favor of the bill," sarcastically interrupted Mr. Davenport, bowing toward the little group of labor representatives in one corner of the room. "Is it the purpose of the bill to validate those agreements between associations of employers and unions of employees which seek to exclude non-members of such associations and such unions?"

"I would like to know who the gentleman represents?" said H. R. Fuller of the Brotherhood of Railway Trainmen.

erhood of Railway Trainmen.

"I represent the Anti-Boycott Association of the United States," replied Mr. Davenport, "an organization formed to assist in the administration of the law; the Citizens' Industrial Association of the une Cluzens Industrial Association of the United States, the Building Contractors' Council of Chicago, the Building Trades Employers' Association of the United States, and the Marble Dealers of the United States."

United States."

The principal argument to-day was made by James M. Beck of New York city, formerly United States Assistant Attorney-General, who appeared for the various organizations represented by Mr. Davenport. He was satisfied, he said, that legislatures never went into the problem of the relations between contict and labor with relations between capital and labor with-out doing more mischief than good. The courts were closer to the people and better able to adjust their judicial constructions to the varying needs of citizenship, and therefore such problems should be left to

Those he represented were opposed to the bill, first, because it is ambiguous and will give rise to a flood of evils of which its advocates have but faint conception; second. because its enactment is unnecessary and uncalled for; third, that it would validate unlawful combinations of men banded together to violate the rights of property, and take away from a man the right to sell

and take away from a man the right to sell his labor when he pleases, where he pleases, and to whom he pleases; fourth, that the bill is unconstitutional.

Peaceful picketing, he said, might exist in theory, but never in practice, and when the employee was compelled to march from his home to his work between lines of pickets of hundreds of men, who, by mensing looks, unbraiding subthets or menacing looks, upbraiding epithets or threats of violence sought to intimidate him, and thus prevent him from selling his labor, that practice was as unlawful as the actual resort to the bludgeon, because the bludgeon always followed immediately

in its wake.

He said that the complaint of harsh action in contempt proceedings for violation of write might furnish food for reflection and good ground for remedial legislation.
"But," he said," because some Judge may have gone a step beyond the power of the law—which I will deny—are you to abolish this ancient writ, which has been conceded to be absolutely essential to the protection of life and property for centuries? A more injutious and mischievous proposition of legislation has never been presented to the American Congress."

ever was. It is the greatest assumption of Federal power ever suggested, and Alexander Hamilton and all his apologists Alexander Hamilton and all his apologists would have stood aghast at such a proposal."

Mr. Beck was followed by Frederick W. Job of Chicago, representing the Citizens' Industrial Association and many other Chicago organizations. He presented a number of statistics showing the strike-ridden conditions of Chicago in the year 1904. "Chicago is the storm centre of union violence," he said. "We have a pot boiling over with a few of us sitting on the lid and trying to hold it down." He did not impute the disorder to the rank and file of the unions, but "I do lay it at the doors of the labor leaders."

Edwin Freegard of St. Louis, secretary of the United Typothetæ of America of 320 Broadway, New York, said that half of the 1,000 members of his association con-

320 Broadway, New York, said that half of the 1,000 members of his association con-ducted non-union shops. "I plead for the right of every man to pursue his avocation free from undue influence from outside. I consider it rather impudent for these leaders to ask for this legislation, espe-cially as the bulk of their own members don't want it, being law-abiding citizens. Such legislation." concluded Mr. Freegard Such legislation," concluded Mr. Freegard emphatically, "would inflict a blow against the cornerstone of the Republic. As a citizen I protest against having my rights

citizen I protest against having my rights invaded, my plant and moneyed interests jeopardized."

Frederick Hulze, of 31 Nassau street, New York city, representing the Building Trades Employers' Association of that city, having 1,000 members, spoke of the contest of his organization against Parks and his methods. He maintained that the people against whom the injunctions the people against whom the injunctions were issued should go into court and try to have them modified or dissolved, in-stead of which they openly violated them. "Do you consider Parks a sample labor leader?" asked Fuller.

"He certainly was a power in New York," as the reply.

was the reply.

S. Keighley of Pittsburg protested against the bill in behalf of the National Building Trades Employers' Association, composed of 11,000 employees, and C. W. Dillon in behalf of the New River Coal Operators of West Viscipia of West Virginia.

TEXAS & PACIFIC SECONDS UP On Announcement That Interest Will Be Paid on Them After All.

The directors of the Texas Pacific Railway who on Feb. 8 declared that owing to other demands, the interest on the company's \$24,676,000 income bonds would not be paid. met again yesterday and voted to pay the interest. The board announced its changes of mind in this statement:

of mind in this statement:

At the meeting of the board of directors of the Texas and Pacific Railway Company on Feb. 8. no final action as to the payment of interest on the second mortgage bonds of the company was taken. The income account was considered and acted on for the purpose of formal statement. At the later meeting of the board on Feb. 10, the subject of the payment of the interest on the second mortgage bonds and of the claims of the bondholders in this respect was formally considered and in view of the fact that surplus earnings in excess of the interest charged on these bonds had been made, it was concluded to be for the interest of the company and of its security holders that provision should be made of rurplus earnings to cover capital outlay. This provision has been satisfactorily made and the interest on the second mortgage bonds will be paid on March i.

The bonds are second income and paid

The bonds are second income and paid and bonds are second income and paid 5 per cent. last year. Of the total issue, \$22,276,000 are owned by the St. Louis, Iron Mountain and Southern Railway, which like the Texas and Pacific is a Gould line. The bonds advanced 5 points yesterday and the shares of Texas and Pacific half a point.

up half a point. Wall Street the decision to pay the interest was attributed to the satisfactory condition in which George Gould has found the Southern and Southwestern railroad situation. Mr. Gould is now in the South. GOSSIP OF WALL STREET.

Professional operations largely predomi-

nated in yesterday's Stock Exchange transactions. In the last hour of trading there was some selling that looked real enough, but previously it had been the absence of good buying rather than selling of any special consequence that discouraged traders from operating on the long side. In most of the most active stocks at least 75 per cent. of the trading, brokers estimated, was done by professionals. A specialist who sold 4,000 shares in one crowd, and kept track of the buyers, reported when he was through that traders had taken all but 400 shares of the mount. The small advances that occurred in the forenoon were due almost wholly, board room observers thought, to short covering. Those who bid up prices on the shorts apparently did not want stocks. They went around the room noisily bidding an eighth under the market for things in blocks, and were aggressive in their tactics only when it was possible to advance prices without accumulating stocks.

American quarter of the London market and the existence of a large short interest here encouraged a trading element in the board room to work for a rally. The initial intending to buy the market on a weak openwould be a purchase on any further decline thought its strength yesterday forenoon was unnatural and advised their followers to sell stocks on the advances. When the traders who had bought stocks in the fore-noon tried to sell they found to their disgust that there was nobody to take their stocks, and in this predicament they took losses on their long stocks and went short. The general short interest appeared to increase steadily during the afternoon. There was a very active borrowing demand for stocks in the loan department after the close. St. Paul and Pennsylvania loaned at slight concessions from the money rate. Other active stocks loaned from 11/2 to 2 per cent.

Western Union loaned yesterday afternoon at a premium of 1-56 of 1 per cent. It had The borrowing demand became more urgent yesterday. Less than 200 shares of the stock were traded in. The speculative interest in it is small. The existence, therefore, of a short interest so large as to cause the stock to lend flat for weeks and finally at a premium is not understood. Some doubt whether the borrowing demand is genuine, and intimate that the appearance of a large short interest may have been created to protect the stock from bear selling.

Transactions throughout yesterday's session were confusing. Some of the alleged bear houses bought stocks openly in the forenoon, others bought in one part of the room and sold in another, while still others were both buyers and sellers, not only of the general market, but of the same stocks. Harris, Gates & Co. were reported to be they were said to be distributing large selling orders. Mendham Bros. were conspicuous as sellers all around the room, buying a few stocks here and there, but selling heavily on balance. They were prominent as sellers of Pennsylvania, Consolidated Gas, Amalgamated Copper and Baltimore and Ohio. In the afternoon Van Emburg & Atterbury were heavy sellers of Union Pacific, Pennsylvania and other stocks. Their opera-tions corresponded to those of McIntyre & Marshall on Tuesday afternoon, and had a similarly depressing influence upon trading sentiment. Traders concluded hastily that the renewed selling pressure in the late afternoon betokened apprehension over the settlements to-day in London and acted accord-

more than a year," observed an astute critic yesterday, "to sell off when everybody thought the worst was over, and not to sell off when people thought it should."

insist that the importance of the foreign financial failures, especially those in Berlin, has been exaggerated by Wall Street alarmists. It was said yesterday that the Vienna Under his third proposition he argued that the only effect the bill would have would be to legalize lawlessness, violence and criminal conspiracy. "If this bill in not unconstitutional," he said, "no act ever was. It is the greatest assumption assumption of the said of following from its Berlin correspondent concerning it: "Failure without any significance; a frivolous speculator has been executed. We have no further apprehensions." The importance of all recent foreign failures has seemed to shrink with the cooling of the news. It is likewise asserted by international banking authorities that the volume of the selling for foreign account has been exaggerated. On the other hand, the selling on Tuesday by one international house for Berlin account was estimated yesterday to have aggregated 30,000 shares-10.000 Southern Pacific, 5,000 Atchison, 5,000 Union Pacific and 10,000 miscellaneous. It is very difficult to draw conclusions. On the side of the conservatives it is the desire apparently, to make the best of things, while the alarmists have been at some pains to make the worst of them. The house referred to as having sold 30,000 shares for Berlin account declared yesterday that its foreign liquidation was done.

> The arbitrage selling by Lordon in this market yesterday was unimportant. At noon the selling on balance was estimated at 10,000 shares, but this was at least partly offset by later buying. Some of the arbitrage houses in fact bought moderately on balance

> It has been feared that to-day's settlements in London would disclose weak spots at that centre, but the latest cable advices received yesterday were somewhat more reassuring. Owing to the uneasiness that has been felt as to what this settlement might bring forth the London quotations this morning will be likely to have a greater influence than usual upon Wall Street sentiment. the settlement goes of smoothly," said ar international broker last night, "it will help a good deal."

Asiel & Co. sold Mexican Central steadily

The selling of Steel preferred yesterday excited a good deal of interest. It did not impress brokers as being particularly good. but the character of the selling was deemed to be of less importance than the absence of support, which was much commented upon Traders and speculative houses were the principal sellers. They discovered that the stock would yield and accordingly they sold it down. G. C. Miller, Charles Minzesheimer & Co., J. W. Henning & Co. and Bissell wer prominent as sellers. Traders said that their bearish advices on the stock came from outside sources. That was all they seemed to know about them. The stock's net decline was but 1/2 per cent.

Baruch Bros. were reported to be selling Southern Pacific heavily.

The persistent selling of Pennsylvania yesterday, from no particular quarter that anybody could discern, gave rise to a great deal of theory and a few rumors. One of the rumors was that the company contemplated new stock issue at par, and another that the dividend would be reduced to a 5 per cent. rate. A house having Philadelphia con-nections took both of these rumors rather Atterbury in the last hour was perhaps the most significant seen during the day, although the character of a house does not determine by any means the character of the orders it executes. Sentiment on Pannsylvania is very bearish again, and the trading element is heavily short of the stock.

Harris, Gates & Co. say: "The short interest at present is probably the largest that has been in the market this year.

The lack of good buying this week has been more discouraging to hopeful observers than the selling. "None of the brokers associated with prominent banking interests, said the floor member of a prominent com-

mission house last night, "appears to have supporting orders, and considering the small volume of business the declines which result from the selling are considered large."

HOLDS UP COPPER DIVIDEND.

Argument Used for Immediate Disposal of MacGinniss Injunction. Supreme Court Justice Gildersleeve reserved decision yesterday on the application made by John MacGinniss for a continuance of the temporary injunction restraining the Boston and Montana, the Parrott and the Anaconda mining companies from paying out dividends to the Amalgamated Copper Company on the stock of these companies owned by the

MacGinniss is the vice-president of the Montana Ore Purchasing Company, and claims that by the arrangements by which the Amalgamated became the parent company he and other minority stockholders have been seriously injured.

The Amalgamated Copper Company has declared a dividend, payable on Monday next, but, counsel said, cannot pay it unless it receives the dividends from the subsidiary companies and for this reason counse asked for a speedy decision dissolving the injunction. They argued that all the allegations in MacGinniss's complaint had been raised in other suits decided in the Supreme Court here and in Montana in the last three years, and that the complaint last three years, and that the complaint was demurrable under previous decisions

rendered in similar suits. counsel for MacGinniss contended that there had been a conspiracy in the arrange-ments by which the subsidiary companies were purchased to benefit the Amalga-mated shareholders and injure MacGinniss and his associates, who would not exchange their valuable stock for the watered stock of the Amalgamated.

PEACE IN GREENE COPPER. There Will Be No Resignation From Presi-

dent Greene's Board. The differences between President Greene and his friends and the Hawley-Harriman-Gates interests in the Greene Consolidated Copper Company have been adjusted, and as a director said yesterday, "All is now concord where once was discord." The contesting factions came to an agreement

ta a meeting late last week.

The terms of the agreement are understood to be a decision that operating expenses of the company are to be pruned in order that a surplus may be built up.

The Hawley interests, which wanted a \$2,000,000 bond issue in order that the com-pany might not have to appeal again for funds, believe that with a curtailment of runas, believe that with a curtainment of expenses the recent \$1,440,000 issue of stock will provide for the company's needs. There will now be no resignations from the board of directors.

PIG IRON CHEAPER.

Northern Manufacturers Cut to Meet the

Southern Men's Rates. To meet the weakness in the Southern pig iron market the Northern pig iron manufacturers have cut prices. The reduction represents a lowering of about 50 cents a ton in the price of both Northern and Southern pig iron. The Iron Age Baya:

A number of the Southern furnaces are drifting back very rapidly to the \$9 basis for No. 2 Birmingham, which may become attractive to large buyers because it is weil known that there the line is approached which will cause blowing out. Reports have been current that some large sales of Northern iron have been made at tidewater at \$14 at furnace for the second half of the year.

The same authority hears that orders for steel rails taken thus far for 1904 delivery amount to 1,300,000 tons.

BURLINGTON CUTS OUT GRAIN Refuses to Carry That Kind of Freight

East of Kansas City. KANSAS CITY, Mo., Feb. 24.-Notice has been given by the Burlington Railroad that, ginning to-day, it will decline to absorb any terminal charge at Kansas City on grain or grain products for shipment over that

The same notice says that the Burlington will refuse to sign bills of lading for grain or grain products loaded in Burlington cars without permission of the company. This applies to Kansas City only and is the result of the practice which has prevailed of using the equipment of the Burlington by other lines without permission. The notice means that the Burlington intends to go out of the grain business so far as handling shipments and of the grain state. handling shipments east of Kansas City

NO THIRTEENTH FLOOR.

At 42 Broadway You Skip From 12 to 14 -No Thirteenish Room.

In the new office building opened at 42 Broadway yesterday the management has eliminated the figure 13 throughout. There is no thirteenth floor and no room on any floor containing the number 13 by itself or in combination with any other numeral This is a concession to a superstition which is quite as strong in the Wall Street dis-

triot as elsewhere.

The offices of the Amalgamated Copper Company, the Anaconda Copper Company, the Boston and Montana Copper Mining Company and the Butte and Boston Copper Company have been removed to 42 Broadway from 72 Broadway. These allied companies occupy an extensive suite of offices on the twentieth floor on the Broadway front overlooking the Hudson River.

UNION AMERICAN ICE TICKET Headed by Standard Oil Man to Be Supported by Three Factions.

An agreement has been reached between Wesley M. Oler, vice-president of the American Ice Company; John Greenough, on behalf of his committee, and John A. Sleicher, on behalf of his committee, upon the following union ticket, to be voted for at the annual meeting of the stockholders of the American Ice Company, to be held next month: E. T. Bedford of the Standard Oil Company, Charles T. Barney, Guy B. Johnson, John Greenough, C. I. Hudson, Miles M. O'Brien, John A. Sleicher, William G. Craschaw, Jr. Weeley, M. O'les Fares G. Crenshaw, Jr., Wesley M. Oler, Enos Wilder and Robert M. Thompson.

This means that the contest for the con mercial Cable interests.

The Commercial Cable Company increased its stock about a year ago and it was said then that a part of the \$1,666,000 trol of the company, at least so far as these three interests are concerned, is over

SULLY SELLS COTTON.

Down It Goes Nearly 85 a Bale, With a Slight Recovery.

A drop in prices of 99 points for the May delivery caused renewed excitement on the New York Cotton Exchange yesterday afternoon. It appeared that the bears had been driven in, and Daniel J. Sully, who has hitherto been the bull leader in the market, sold in person. May cotton, which had touched 14.89 cents a pound early in the day, broke to 13.90 cents, and closed at

SAVING BY SALT WATER MAINS

A NAVAL OFFICER WRITES OF ANNAPOLIS EXPERIENCES.

To Install the System, Says Capt. Ross Would Result in a Great Economy of Fresh Water—A Question of Using Fireboats or Pumping Stations.

From the flord of letters which reach the Mayor indorsing his plan for the establishment of an auxiliary system of salt water mains for fire protection, it is apparent that the public hearing next Monday will be well attended and that the plan will meet with little opposition.

One of those who wrote to the Mayor yesterday was Capt. Albert Ross of the United States Navy, who is at present inspector of navy colliers, and who has his offices in the post office building in Baltimore. Part of his letter follows: There seemed to be a question in your mind regarding some phases of the scheme which were encountered in the installation of a plant at the Naval Academy at Annapolis,

This plant was put up during my tour of duty at that institution and has been most efficient in the various requirements during

This plant was put up during my tour of duty at that institution and has been most efficient in the various requirements during the past six years.

The necessity for high pressure plants was shown in the recent disastrous fire in Baltimore. There is no question that this could have been averted if the block which was first attacked had been fitted with standpipes, sprinklers and automatic fuse appliances connected with mains and a high pressure pumping plant, using salt water from the basin. By this method a pressure of 200 pounds would be carried instead of the 50 usually furnished.

Two great requisites will be covered by this scheme—the protection from fire of the great financial and commercial centres, and, secondly, the great saving of the fresh water supply. It would seem to be a straight business proposition to use the salt water surrounding the city instead of the filtered and costly article, for which millions have been expended.

The immediate establishment of this system for fire and flushing purposes, street, as well as household, would result in a saving of more than one-half of the present demand for fresh water, and at the same time a maximum supply of salt water for all purposes would be furnished. This was fully shown at the Naval Academy, where all householders desired salt water taps in bathrooms for bathing purposes. These were given as soon as an efficient sewage system was adopted. Twelve streams could be thrown on any building in the grounds and pressures of more than 250 pounds were used. Fire engines were not found necessary. In the construction of the pumps all parts brought in contact with the salt water were made of bronze. No difficulties were experienced in the use of salt water in the hose.

One point that will be brought up next Monday will be the possibility of using

water in the hose.

One point that will be brought up next Monday will be the possibility of using fireboats for pumping purposes, instead of building permanent pumping stations. It is believed that the Mayor will hold to the opinion that it will be better to construct pumping stations. To depend on the fireboats would mean that the existing fleet would have to be more than doubled.

SUPPORT SALT WATER PLAN.

President Littleton Will Invite Merchants and Factory Owners to Conference.

Abraham Abraham of the Brooklyn dry goods firm of Abraham & Straus, called, with W. S. Benedict, an insurance broker, on President Martin W Littleton of Brooklyn yesterday to advocate the installation of a salt water plant for fire protection.

Mr. Abraham called the attention of Mr. Littleton to the inequality between Manhattan and Brooklyn fire insurance rates, which in most cases are 25 per cent. higher in Brooklyn than in Manhattan. He also assured Mr. Littleton that there He also assured Mr. Littleton that there was a widespread desire throughout his borough for more efficient protection against fire and that his efforts to have Brooklyn included in the salt water plant scheme would be earnestly supported.

After his conversation with Mr. Abraham Mr. Littleton announced that in a few days he would send letters to a large number of merchants and factory owners.

number of merchants and factory owners, inviting them to a conference at his office on the matter. He will suggest the appointment of a committee to assist in for-

the riverfront to protect factory property As soon as this is accomplished we can consider the dry goods district and establish stations at different points."

FAILURES ON THE CONTINENT. Had Some Effect on Stocks Here—Said to Have Cleared the Situation.

Failures of bankers and brokers in Vienna, Berlin, Paris, Amsterdam and Lyons yesterday had some effect in Wall Street, where that of Rosseau & Co., bankers of Vienna, was considered the most important. Two firms failed in Berlin, one of them Frankel & Co., and three failures were announced on the Paris Bourse. Stocks in which London and Continental financiers are understood to be interested were weak, and the selling of them was ascribed to the disturbance of confidence on the other

side.

The failures were put down here as due to speculation in French and Russian bonds, which have fluctuated violently recently, and were said by foreign banking houses to include most of the houses known to be weak. The private cables reported the belief that the situation would be much electron from this on although there might clearer from this on, although there might be a few more collapses. European houses generally were firm in the belief, up to the last minute, that there would be no war, and were therefore in a measure unpre-

COMMERCIAL CABLE COMBINE? Talk of a New Company to Cover the At-

lantle and the Pacific.

The management of the Commercial Cable Company refused yesterday to make any statement regarding a report that as a new company was to be formed which would offer its preferred stock share for share for Commercial Cable stock and issue a bonus in common stock. Such a plan is under discussion.

It was said yesterday that the new company might be formed for the purpose of combining the Commercial Cable Company and the Commercial Pacific Cable Company which is the company incorporated in 1901 to lay and operate the cable from California to the Philippines and China. The authorized capital stock of this company is \$12,000,000, and it is controlled by the Com-

was said then that a part of the \$1,000,000 increase would go toward completing the Pacific cable. The cable company's stock is \$15,000,000, and its bonded debt \$20,000,000.

At the annual meeting of the stockholders

U. S. Leather Had a Prosperous Year.

of the United States Leather Company in Jersey City, yesterday, the old directors were unanimously reelected. For the year ended Dec. 31, 1903, the operations of the company showed a profit of \$4,784,998, commarket, sold in person. May cotton, which had touched 14.89 cents a pound early in the day, broke to 13.90 cents, and closed at 14.02 cents, compared with 14.60, Tuesday's closing. It was reported that the leading bull had taken the short side of the market for a turn.

Spot cotton was marked down 50 points, to 14.30 cents a pound.

Illinois Central Borrows a Million.

The Illinois Central Railroad has borrowed \$1,000,000 at 5 per cent. for a year. An officer of the road said that the loan was for no specific purpose and was simply a matter of "household economy."

Minnesota Private Bank Falls.

Felton, Minn., Feb. 24.—The Clay County Bank of this place has closed its doors. It was a private institution and had a paid-up capital of \$10,000. It is said that the bulk of the loss will fall on depositors. pared with a profit for the previous year

FINANCIAL.

THE TRUTH ABOUT WALL STREET CAN'T ALWAYS BE HAD IN WALL STREET

Several hundred financial and business houses in New York subscribe to the Boston News Bureau because, as they say. they can get news of Wall Street affairs that is not published by any New York paper.

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pointment of a committee to assist in forwarding the scheme.

"My idea." Mr. Littleton said, "would he to exclude the scheme and the scheme a

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9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleep-

 136 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, indianapolis, St. Louis. Dining Car.
 10:25 A. B., PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.
 1:35 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car. For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car. 455 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car. 5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg.

Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gery, W. Va. (via Shenandoah Valley Route).

5.58 P. M. WESTERN EXPRESS.—For Chicago.
For Toled expect Saturday, Dining Car. For Toledo, except Saturday. Dining Car. 7 35 P. M. PACIPIO EXPRESS.—For Pittsburg, To-ledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleve ledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleve-land, except Saturday.

8:28 P. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9:28 P. M. PITTSBURG SPECIAL.—Daily for Pitts-burg. Disting Car.

burg. Dining Car.
WASHINGTON AND THE SOUTH.

burg. Dining Car.

WASHINGTON AND THE SOUTH.

7:85, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets 10:20), *10:55 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25 "Congressional Limited," all Parior and Dining Cars), *8:25, *4:25, *4:25 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parior and Dining Cars), *3:25, *4:25, *4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night. Sunday, 8:25, *25, *4:55 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night daily. "Southern's Paim Limited," *12:40 p. m. week-days.

ATLANTIC COAST LINE. —Express, 9:25 a. m. and 9:25 p. m. daily. "New York and Florida Special." 2:19 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited." 12:35 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:35 a. m. week-days and 4:35 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:35 a. m. week-days and 4:35 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:35 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:35 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week-days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

Cars. Daning Car and Standard Coacnes on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH. ASBURY PARK.—(Interlaken Sundaya), Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:55 a.m., 12:28, 3:28, 4:55 p. m., and 12:10 night, week-days. Sundays, 12:10, 9:25 a.m., and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a.m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a.m., 5:00 p. m.

FOR PHILADELPHIA.

days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:06, 7:25, *7:55, 8:25, 8:25, 8:25, 8:25 St. Louis Limited), *10:510 (Desbrosses and Cortlandt streets, 10:20), *10:25 (Penn. Limited), *10:55, 1:35 a. m.
*12:55, 1:35, 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, *3:26, 3:55, 4:25, 4:25, 4:25, 6:45, 6:10:25, 6:25, 7:25, 8:25, 9:25 (9:55 or North Philadelphia only), *5:55, 8:25, 9:25 (9:55 or North Philadelphia only), p. m., 12:10 night week-days. Sundays, 6:05, *7:55, 8:25, 9:25 (9:55 St. Louis Limited), 8:55, (*10:25 Penna. Limited), *10:55 a. m., *12:55, 1:35, *3:25, 3:55, *4:25 (*4:55 Chicago Limited for North Philadelphia only), p. m., 12:10 night. *Dining car.

Ticket offices: Nos. 461, 1854, 113 and 261 Broadway, 182 Fifth avenue (below 23d st.); 235 Fifth avenue (corner 29th st.); 1 Astor House and stations named above: Brooklyn, 4 Court street, 860 Fulton street; 360 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

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OCEAN STEAMERS.

Hamburg-American. FOR PLYMOUTH, CHERBOURG, HAMBURG.

Paricia, Feb. 27, 130 PM *Bluecher...Mar. 24, 10 AM *Moltke, March 3, 10 AM *Moltke...Mar. 31, 10 AM Pretoria....Mar. 12, 1 PM Pennsyl'a...Apr. 2,6:30 AM Waldersee...Mar. 19, 6 AM *Deutschia'd, Apr. 7, 11 AM *Grill Room and Gymnasium on board. Mediterranean Service.

Around the World By the PRINZESSIN VICTORIA LUISE.
414 m onths' trip-\$1,125 upward.

Offices, 35 & 37 Broadway. Piers, Hoboken, N. J. The newly equipped S. S. SIBIRIA. Leaves N. Y. Feb. 27, 1904, flering excellent accommodation Next Sailing Mar. 5. S. S. ALTAI. ONE WAY, \$40. ROUND TRIP, \$75. 28-DAY ORUISE, WITH STOPOVERS, \$125.

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PLYMOUTH-CHERBOURG-BREMEN. Kalser.... Mar. 5, 10 AM | Kalser... Mar. 29, 10 AM K.Wm.II... Mar. 15, 5 AM | K.Wm.II... Apr. 12, 1 PM Kronpriny, Mar. 22,8 AM | Kalser... Apr. 26, 10 AM OELRICHS & CO., 5 BROADWAY, N. Y.

CUNARD LINE TO LIVERPOOL VIA Queenstown.

Campania, Feb. 27, noon | Lucania | Mar. 12, noon |
Carpathia | Mar. 1, 2 P M | Aurania | Mar. 15, 2 P M |
Etruria | Mar. 5, 8 A M | Umbria | Mar. 19, 7 A M |
MEDITERRANEAN SERVICE. MEDITERHANEAN SERVICE.
Aurania. Jan. 26, 11 A. M.
Carrying Cabin and Steerage Passengers.
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PLYMOUTH—CHERBOURG SOUTHAMPTON.
Phila... Feb. 27, 9:30 AM | New York, Mar. 12, 9:30 AM St. Douls, Mar. 5, 9:30 AM St. Paul, Mar. 19, 9:30 AM ST. Paul, Mar. 19, 9:30 AM ST. Paul, Mar. 19, 9:30 AM Plend, Feb. 27, 10:30 AM | Yaderi'd, Mar. 12, 10:30 AM Finiand, Mar. 5, 10:30 AM | Krin'd, Mar. 19, 10:30 AM Plers 14 and 15, N. R. Office, 78 Broadway, N. Y.



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Delightful ocean voyagesto ports
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New Twin-Screw Steamers of 12,100 Tons.
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Sailing Tuesdays, at 10 A. M.
Amaterdam. Mar. 1 | Statendam. Mar. 29
Rotterdam. Mar. 8 | Poisdam. Apr. 5
Noordam. Mar. 22 | Rotterdam. Apr. 12
Holland-America Line, 39 B'way, N. Y. Atlantic Transport Line. | NEW YORK—LONDON DIRECT. | MINNETONKA | FEB. 27, 2 P. M. MARQUETTE | MAR. 5, 9 A. M. MENOMINEE | MAR. 12, 9 A. M. MINNEAPOLIS | MAR. 19, 7 A. M. MINNEAPOLIS | MAR. 19, 7 A. M.

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FOR RATES, ETC., APPLY AT 1 BROADWAY.

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THE FOUR-TRACK TRUNK LINE.

Via Niagara Falls.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M. will North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54 A. M.—*NYRACUSE LOCAL.—Stops at all important stations.

8.30 A. M.—*EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Nlagara Falls, 5:35 P. M.

8.45 A. M.—*PAST MAIL.—24 hours to Chicago Due Buffalo 1:10, Ningara Falls, 8:37.

10.30 A. M.—1DAY EXPRESS.—Makes local stops. Due Rochester 11:10 P. M.

11.30 A. M.—*LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—*SUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:29 A. M.—SUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:29 A. M.—St. Louis 6:45 P. M.—exal day.

1.00 P. M.—*CHICAGO, LIMITED.—24 hours to Chicago via Michigan Central and Lake Shore Railroads.

2.45 P. M.—*The 20th CENTURY LIMITED.*—20-hour train to Chicago via Lake Shore. Electric light and fans.

2.40 P. M.—*The 20th CENTURY LIMITED.*—20-hour train to Chicago via Lake Shore. Electric light and fans.

2.40 P. M.—*The 20th CENTURY LIMITED.*—20-hour train to Chicago via Lake Shore. Electric light and fans.

2.40 P. M.—*The 20th CENTURY LIMITED.*—20-hour train to Chicago via Lake Shore. Electric light and fans.

2.40 P. M.—*The Polt Troy 7:06 P. M.

2.40 P. M.—*DETROIT. GRAND RAPIDS and P. M.—*ALBANY EXPRESS.— Local stops.
P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago via Michigan Central.
P. M.—*LAKE SHORE LIMITED.—2314 hour train to Chicago. All Pullman cars. Due Cleveland 7:05 A. M., Cincinant 1:30. Indianapolis 3:10. Chicago 4:00, St. Louis 9:45 P. M. next day.
P. M.—*WESTERN EXPRESS.— 28 hours to Chicago via both L. S. and M. C.
P. M.—*MONTREAL EXPRESS.—Via D. & H. or Rutland.
P. M.—*ADIRONDACK AND MONTREAL EXPRESS.
P. M.—*BUFFALO AND TORONTO SPECIAL.

9.30 P. M.—'PACIFIC EXPRESS.—Chicago 31 hours by M. C., 83 hours by L. S.
11.30 P. M.—'CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit. Watertown, Ogdensburg, Buffalo, Detroit,
Chicago and St. Louis.
Daily. †Except Sunday. †Except Monday.

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**306 A. M. and 3:35 P. M. daily, except Sunday, to
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Trains illuminated with Pintsch light.
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Trains leave at 19:02 A. M., 112:00 noon, 4:00 P. M.,
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Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st. N. R.:

*7:00 A. M.—For intermediate points to Albahy.
11:20 A. M.—(1) Hudson and Mohawk Express.

*1:00 P. M.—Chicago Express.

*2:25 P. M.—Cont. Lim., for Detroit, Chi. & St. Louis.
13:45 P. M.—(2) For Hudson River points & Albany.
13:45 P. M.—For Roch., Buffalo, Cleve'd & Chicago.
18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.

*9:15 P. M.—For Syra. Roch., Niag. Falis, Det.& Chi.

*Dally. 1Dally, except Sunday. Leave Brook1yn Annex (1) at 10:45 A. M., (2) at 2:46 P. M. Leave
Jersey Clty, Penna. R. R. Sta., (1) at fil20 A. M.,
(2) at 13:35 P. M. Time tables at principal hotel
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From Grand Central Station.

Leave By way of Due.
48:90 A. M. Hartford and Williamantic. 2:00 P.M.
49:92 A.M. Springfield and Worcester. 3:30 P.M.
10:00 A.M., "New London and Providence, 3:00 P.M.
12:00 M., "Springfield and Worcester. 5:40 P.M.
12:00 M., "Springfield and Worcester. 5:40 P.M.
1:00 P.M., "HewLondon and Providence, 6:30 P.M.
1:00 P.M., "New London and Providence, 6:00 P.M.
13:00 P.M., "New London and Providence, 7:00 P.M.
13:00 P.M., "Springfield and Williamantic, 8:00 P.M.
15:00 P.M., "Springfield and Worcester, 10:30 P.M.
15:00 P.M., "New London and Providence, 6:27 A.M.
12:00 P.M., "New London and Providence, 6:57 A.M.
12:00 P.M., "New London and Providence, 6:57 A.M.
12:00 P.M., "New London and Providence, 6:57 A.M.
Through parlor timited, all parlor cars: fare, New York and Boston, 37, including parlor car seat,
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EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK-24:00 (7:15 Easton only),
9:10 A. M., 1:20, 4:40, 5:00 15:45 Easton only) P. M.,
Sundays 24:25 A. M., 1:00, 5:30 P. M.
WILKESBARRE AND SCRANTON-24:00, 9:10
A. M. 5:00 P. M.
Sundays 24:25 A. M. 1:00 P. M. A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER

AND BARNEGAT—24:30, 9:40 A. M., 1:30

(2:40 Lakewood and Lakehurst only), 4:10, a5:00

P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M.

ATLANTIC CITY—9:40 A. M., 13:40 P. M.

VINELAND AND BRIDGETON—124:00 A. M., VINELAND AND BRIDGETON (130 P. M.)

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—2430, 830, 11:30 A. M., X1:20, 445, 5:30, 6:30, 11:30 F. M. Sundays, except Ocean Grove, 9:09 A. M., 4:00, 8:30 P. M. PHILADELPHIA — (READING TERMINAL)—4:25, 7:00, 18:00, 9:500, 10:300, 11:30 A. M., 11:200, 10:30, 10:30, 12:00, 13:00, 4:00, 5:00, 16:00, 17:00, 19:00, 10:30, 10 P. M. *12:15 mdt.

READING. HARRISBURG. POTTSVILLE

AND WILLIAMSPORT—[4:00, z4:25, †8:00, [#8:10, (10:00, 11:00 A. M., Reading only), [\$1:00, \$1:20, 2:00 P. M., Reading, Pottsville and Harrisburg only, †4:00, †5:00 P. M.

zFrom Liberty Street only. *Daily, †Daily, except Sunday, \$Sunday only. 1Parlor cars only. \$Vla Tamaqua. xSaturdays. aExcept Saturdays. only. "Via Tamaqua. xSaturdays. aExcept Saturdays.

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Balto.-Washington. 11:25 AM 18:30 AM Diner
Balto.-Washington. 11:25 AM 11:35 AM Diner
Balto.-Washington. 11:25 AM 11:35 AM Diner
"Royal Limited". 3:35 PM 3:40 PM Diner
"Royal Limited". 3:35 PM 3:40 PM Diner
Balto.-Washington. 4:35 PM 5:50 PM Diner
Balto.-Washington. 12:10 nt. 12:16 nt. Sleepers
"Dally. "Dally, except Sunday. 4Sunday only.
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House, 167, 261, 434, 1300, 1354 Broadway, 182 Fifth
Av., 25 Union Square West, 153-East 125th St., 273
West 125th St., 245 Columbus Av., New York; 4
Court St., 344, 800 Fulton St., Brooklyn; 390 Broadway, Williamsburg. New York Transfer Co. calls for
and checks baggage to destination. Lv. New York City. South Ferry. Liberty St. Chicago, Pittsburg. 12:30 nt. 12:15 nt. Chicago, Columbus. 12:35 pm. 1:300 pm. Diner Pittsburg. Cleveland 13:35 pm. 1:300 pm. Lim'd "Pittsburg Limited" 6:35 pm. 7:00 pm. Buffet Cincinnati. St. Louis 12:10 nt. 12:215 nt. Sleeper Cincinnati. St. Louis 10:36 am. 10:30 am. Diner Cincinnati. St. Louis 16:35 pm. 17:30 pm. Buffet Norfolk. 12:55 pm. 11:00 pm. Diner Dally. 10:31 431, 1300 Broadway, 6 Astor House, 105 Greenwich St. 25 Union Square W. 301 Grand St. N. Y.: 345 Fulion Street, Brooklyn. South Perry and Liberty Street. Baggage checked from hotel or residence to destination.

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